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31 August 1979

West Europe Report

(FOUO 49/79)

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WEST EUROPE REPORT

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COUNTRY SECTION

INTERNATIONAL AFFAIRS

NEW COUNTERMEASURES SYSTEMS DISPLAYED

Paris AIR & COSMOS in French 23 Jun 79 p 51

[Article by Jean de Galard: "Selenia Offers Three Countermeasures Product Lines"]

[Text] The Italian Selenia Company's Special Equipment and Systems ("Apparati e Sistemi Speciali") Division exhibited two new countermeasures system at the 33d Paris Air Show. One of them was the completed version of a system displayed in the form of a very small mock-up at the 1977 Paris Air Show.

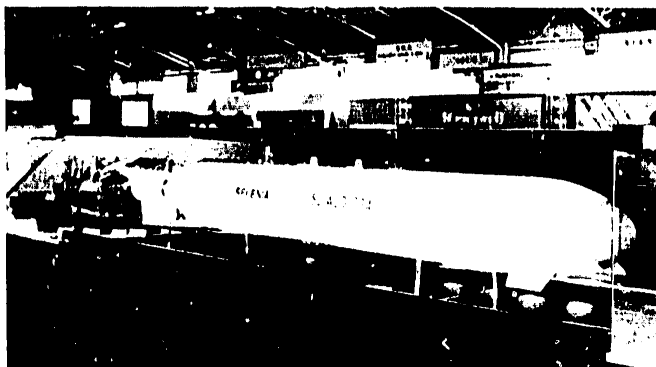
Generally speaking, this Selenia division works on three product lines designed mainly for use by the three military services, army, navy and air force.

The ECM pod exhibited this year is designed for aircraft of the Mirage 3 and 5 type as well as the Jaguar and Alpha Jet ("And why not the MiG-21?," asked a Selenia representative). Although designed for mounting under the fuselage, this pod can also be installed under the wing. It is a self-contained automatic system which operates independently of the aircraft carrying it. It was developed to enhance the survivability of carrier aircraft's pilot and crew in a very intense electronic warfare environment. This system, called the SL ALQ-234, is made to react to any kind of threat. It is capable of instantaneously assessing the type of reaction likely to reduce the risk of a sudden threat. It is equipped with a new-design computer developed and produced by Selenia. The pod is currently in the preproduction stage and has been subjected to wind tunnel tests. It can be employed under supersonic flight conditions. The signing of a coproduction agreement with a foreign manufacturer was scheduled to take place last week.

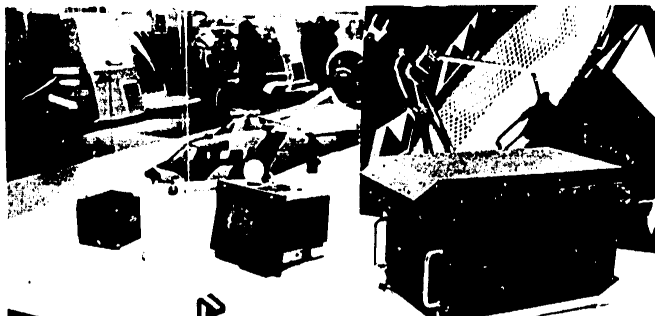
Selenia also displayed the IH5-6X which is a modular system designed specifically to be carried on board a helicopter. An active component of this system can jam land-based and shipborne radars at very long ranges. This modular system includes a passive receiver to which an ECM kit can be added.

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SL ALQ-234 countermeasures pod exhibited by Selenia. Weight: 200-220 kg.



Modular countermeasures system for helicopters. Manufacturer's designation: IHS-6X (mounted on Agusta 109 helicopter).

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COUNTRY SECTION

FRANCE

GIFAS PRESIDENT, BARRE OUTLINE AERONAUTICAL PROGRESS

Paris AIR & COSMOS in French 23 Jun 79 pp 15-17

[Report on 16 June speeches by Rene Ravaud, president of GIFAS, and Prime Minister Raymond Barre at closing of the 33d Paris Air Show]

[Excerpt] Prime Minister Raymond Barre hosted the traditional luncheon marking the close of the Paris Air Show. This luncheon was held on 16 June in the UTA [Air Transport Union] hangar in the northern section of Le Bourget Airport.

Speech by R. Ravaud, President of GIFAS

After greeting the prime minister, Rene Ravaud, president of the French Aeronautical and Space Industries Group (GIFAS), expressed his thanks to exhibitors, organizers, and the Paris Airport. He recalled the Paris Air Show's past brilliant successes and then focused his remarks on the present.

Second to the United States

For our industry, the present means a steady rise in its volume of business which reached the figure of 24.5 billion francs in 1978, 53 percent of it in export business, and the increased volume of orders received in foreign markets which in 1977 and 1978 rose to an annual average of 20.5 billion francs, double the amount recorded for 1976. In addition, the mounting favorable balance of exports over imports--9.5 billion francs in 1978--makes us the third ranking French export industry. In the Western World, our industry thus retains its number two position behind the United States

Ravaud mentioned two positive events which marked early 1979: receipt of the first orders for the A310 [commercial transport] while sales of the A300B2 and A300B4 versions continued to spurt, and the decision by several airlines in the United States and other countries to reengine their DC-8 Series 60 aircraft with CFM56 powerplants. This means these transports, aircraft engines, and the versions derived therefrom have promising sales prospects for many years to come.

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Basic Factor of National Independence, Security

The fact that our industry is capable of producing by itself alone the equipment needed by our armed forces is a basic factor of independence and security for the nation. Its mastery of advanced technology also enables our industry to satisfy a legitimate aspiration for social advancement via high professional qualifications, to offer promising careers to our youth as engineers, technicians, skilled workers, businessmen, or managers, and to contribute greatly to the enhancement of a constantly endangered balance of trade. The impetus and technological fallout provided by the aerospace industry contribute to the development of other branches of industry. Furthermore, the renown of our aerospace industry paves the way for export trade by these other branches. For instance, the foreign sales of airport and air navigation services and equipment have tripled in the past 5 years and in 1978 these exports showed a net surplus of 4.5 billion francs over imports.

Hence the aerospace industry has achieved the objective assigned to it by the prime minister in early 1978 under the revised Seventh Plan, namely "to lastingly restore our favorable balance of payments, adapt our industry to increased international competition, and help maintain sustained growth over the next few years."

Ten Years To Market New Products

Ravaud noted that "most of our industry's products are characterized by the long lead time between their inception and their actual marketing." For example, initial decisions on the Airbus, the CFM56, the M53 [aircraft engine], and the Ariane [launch vehicle] were made 10 years ago. That is why it is absolutely necessary to continue to prepare for the future by timely initiation of the development of equipment--new or derived versions--to be placed on the market in the late 1980's.

The A310 is technologically more advanced than the A300 and the Airbus family will no doubt enhance itself with new models. Ravaud explained: "Yet Airbus Industrie must also attain the capability of offering commercial airlines the possibility of operating all of their systems with a wide range of modern aircraft produced by the same manufacturer. To obtain such a range of aircraft, Airbus Industrie must rapidly add the first model of a family of medium-haul, medium capacity transports to the present Airbus family."

Other versions are to be derived from the CFM56 engine and will impart the same qualities to all the aircraft they power. The CFM56 family will thus constitute--along with the CF6-32 and CF6-80 families--a complete range of modern engines with a power of from 8 to 25 tons and developed within an exemplary cooperative program established between France and the United States.

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Need of Strictly National Programs

In these major civil programs, our industry is largely engaged in cooperative ventures with manufacturers from other countries. If our industry holds a select position in these ventures, this is due particularly to the fact that it is capable of producing complete items of equipment by itself alone. This capability must be preserved by continuing to assign to our industry such strictly national programs as development of the Mirage 2000 family, its M53 engine, and the new M88 engine of the 7.5-8.5 ton thrust class for a new generation combat aircraft.

After having maintained its employee levels during a period in which jobs were being increasingly threatened, our industry will now see its number of employees increase. But the prospects offered by expanding sales of civilian equipment will above all create many jobs for our industry's supplies and subcontractors, the network of which will be broadened to include new firms. For some of these firms this creation of jobs should also be accompanied by the expansion or adaptation of their production facilities.

It is through joint sustained effort by manufacturers and the government that the French aerospace industry will be able to confirm its technological mastery and strengthen its position in international competition during the next 10 years in both national and cooperative programs. The equipment it is currently exhibiting, the aircraft and helicopters it is demonstrating in flight presentations furnish our industry the opportunity to assert its vitality and its confidence in the future.

Prime Minister's Speech

In his remarks Prime Minister Raymond Barre recalled that the past 2 years have been highly and critically important for the aerospace industry. The year 1977 was marked by uncertainty and effort. The theme for 1979 is confidence and success.

Air France's Resurgence

French airline companies have maintained or restored the quality of their management. "Everyone rejoices today at the fact that Air France, in such deep trouble not so long ago, has achieved a spectacular and decisive resurgence. Our large national airline is once again showing a profit and its performance is now comparable to that of its most efficient competitors." Barre "congratulated Air France's president for this success which bears his personal stamp." He also paid tribute "to the action of all those persons who assisted Air France's president in this rehabilitation on task. The vigorous development of French aviation has enabled our carriers to now rank third in international passenger traffic and second in cargo traffic."

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The prime minister said he favored intensified competition which serves as an essential spur. He explained that while "we must be careful and forestall certain excesses of unbridled competition which would thus prove to be injurious and unfair," on the other hand, orderly and even strong competition inevitably fosters a boom in international air transport benefiting a steadily growing number of travelers, with each sovereign nation assuming a fair share of the traffic involving its territory. Expanding air traffic will be accompanied by an increase in the number of airport facilities. Our firms, engineering design offices, and airports have acquired extensive experience and skill as attested to by numerous international references. We are determined to encourage all forms of cooperation that will enable other nations to benefit from this expertise if they so desire.

Expanding Civil Aircraft Manufacture

Our strong air transport situation is further illustrated by the expanding civil aircraft manufacturing activity.

The Airbus, along with Eurodif and Ariane, are symbolic of the promise of boldly conceived European cooperation which is efficiently and methodically carried out.

For Aerospatiale, the Airbus offers vast prospects of direct activity and subcontracting tasks to be distributed. "All those persons who have contributed to the success of the Airbus may be justly proud today of the initial results and be spurred thereby to continue their efforts. It is the duty of all participants, in France as well as in other countries, to ensure the permanence of this success by constantly improving the aircraft's quality and competitiveness." For Aerospatiale "there is but one objective in this respect, namely to match the performance of its most efficient competitors. I have confidence in the ability of this large national company, its president, and all of its employees to accomplish this objective in the airframe field as it is now already doing in excellent fashion with helicopters and missiles. This objective is, in fact, essential to the full successful realization of our aeronautical ambitions as expressed today in the Airbus family."

From 1977 to 1979, this large European firm has increased its number of partners (addition of British industry), its programs, and its customers. The commercial success of the Airbus is a threefold confirmation of the soundness of the market research conducted since 1977, of the confidence Airbus customers have in this family of aircraft, and of the excellence of Airbus Industrie's organizational pattern for cooperation.

New Commercial Aircraft Programs

"Must new commercial aircraft programs be designed within the Airbus Industrie framework? The French Government approves of the desire of Airbus Industrie

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and its partners to intensify studies on this subject. But these studies must focus on three main points: accurate determination of the real requirements of customer airlines, whether they involve wide-body and increased-range aircraft or whether they involve narrow-body and limited-capacity aircraft; conception of technological advances likely to produce significant improvements in performance, with the series of DVM56 engines being a primary asset in this connection; and lastly, evaluation of lower production and operating costs which can justify the manufacture of new aircraft."

Production Rates To Match Requirements

Referring to the commercial success of the Airbus, Barre said "production rates will have to keep pace with market requirements and will be accelerated commensurate with the delivery requirements of customer airlines. The corresponding prospects of increased industrial activity naturally benefit firms in the aircraft industry. But it is the government's hope that sub-contracting will make it possible to spread its effects throughout our industrial fabric." The effectiveness of our civil aircraft effort extends also to business aircraft as evidenced by the 700 Dassault-Breguet Mystere 10, 20 and 50 aircraft already sold.

Dynamism of Military Aircraft Industry

Thus the dynamism of our civil aircraft industry is no longer inferior to the dynamism of our military aircraft industry. The latter's illustrious record for the past 2 decades with the famous and prestigious series of Mirage aircraft is being further enhanced this year by two exceptionally advanced technology and high performance aircraft, the Mirage 2000 and the Mirage 4000. The French Air Force will gradually be equipped with the Mirage 2000. The Mirage 4000 is indicative of the exceptional creative strength of the Dassault-Breguet firm and its founder. In fact, that firm now has the capability of developing, solely with its own resources, a very highly advanced prototype designed to complete the wide range of combat aircraft which that company can offer.

Rationalization of Industry

Barre then discussed the rationalization of our industry and the government's purchase of a minority interest in Dassault-Breguet. He announced that "a second stage consists in establishing an organizational structure for coordination of the activities of the two firms. Certain aspects of this coordination connected with routine daily relationships between the two firms are quite fortunately no longer of current interests. Yet the government remains convinced that the success of an ambitious aircraft production strategy demands coherent mobilization of all of our industrial potential. The coordinating system to be established next month will enable

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this objective to be achieved without--as the government insists--in any way jeopardizing the autonomy and dynamism of each one of our two aircraft manufacturers.

Strengthening of Aircraft Engine Industry

"The French [aircraft] engine industry has, for its part, been able to increase its technological and industrial capacity over the past few years. Consequently it is now capable of ensuring France's independence in the military aircraft field and at the same time conclude fruitful alliances for the production of engines for civil aircraft." In addressing himself to Ravaud, the prime minister told him he was aware of "how much effort and tenacity went into establishing cooperation between SNECMA [National Aircraft Engine Design and Manufacturing Company] and General Electric. Your efforts have finally been rewarded and along with you, I am pleased with the results. The first commercial orders for the CFM56 engine now offer lasting and assured prospects for that engine's future success. These results are promising for an extension of this cooperation to the entire line of engines with a thrust of between 10 and 20 tons.

"This demonstrated vigor in program conception and implementation, this high technological level of product lines are not the exclusive attributes of our airframe and engine manufacturers. As a matter of fact, these qualities exist throughout all our aircraft industry's activities and constitute definite proof of that industry's soundness and strength. Our turbines, our weaponry, and our avionics have such a high reputation and are so widely spread throughout the world that there is no need for me to praise them once again at this time." In mentioning the [U.S.] Coast Guard's order [for Dauphin helicopters], Barre said "this achievement is still further evidence of the leading role played by Aerospatiale in this field.

Decisive Stage for Space Effort in 1979

"The year 1979 will also mark a decisive stage in the space effort. France has always resolutely promoted development of a European launch vehicle because it is obvious that there can be no real independence and hence no true control of industrial space applications without the untrammelled availability of launching facilities. These efforts will shortly produce concrete results with the firing of the first Ariane rocket from a base in Guyana. To produce and market Ariane on a scale commensurate with our requirements, we and our partners are forming a commercial type company. The availability of a launcher allows us to consider conducting space programs of either a national character or designed as international collaborative projects. Early this year, after initiating an earth resources observation program, France approved the launching of a communications satellite. In cooperation with our German

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partners, we are studying a project for a direct television broadcasting satellite. All countries desiring to avail themselves of space techniques to further their development will thus be able to have a choice of quality products."

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COUNTRY SECTION

FRANCE

LOW-ALTITUDE SHAHINE MISSILE PRESENTED

Paris AIR & COSMOS in French 23 Jun 79 p 70

[Article by Pierre Langereux: "First Presentation of the Shahine Missile System"]

[Text] At Satory 79 [biennial French army weapons demonstration coincident with the Paris Air Show], Thomson-CSF presented for the first time, and in operation, the new Shahine surface-to-air low-altitude all-weather weapon system developed for Saudi Arabia which is to receive its first production units in 1980. The first components of the Shahine weapon system mounted on an AMX-30S tank chassis displayed at Satory included a surveillance and target acquisition and detection unit consisting of a high performance radar equipped with IFF and a digital fire control computer. The other component displayed was a firing unit equipped with a tracking radar associated with a TV camera for firing under conditions of good visibility. It is armed with six Matra surface-to-air missiles having a range of 10 kilometers. A Shahine operational unit will be organized into two surveillance-acquisition units and four firing units. The Shahine is the first mass-produced version of Thomson-CSF's new SICA weapon system which is currently undergoing firing tests.



Surveillance-acquisition unit mounted with tracking radar and TV camera

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Firing unit mounted with six missiles

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COUNTRY SECTION

FRANCE

COASTAL DEFENSE MISSILE SYSTEMS DISCUSSED

Paris AIR & COSMOS in French 23 Jun 79 pp 70-71

[Article by Pierre Langereux: "Otomat, Exocet, and AS-15TT Coastal Defense Missile Systems"]

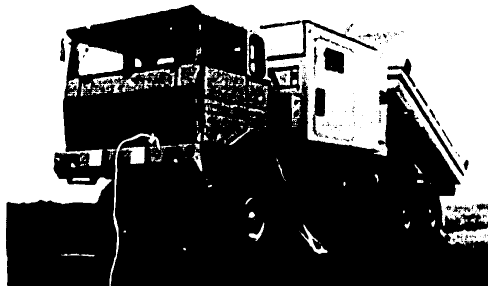
[Text] Vehicle-mounted coastal defense antiship missile systems were definitely in the limelight at the Satory [French Army weapons demonstration] this year. A total of three such systems were displayed. Orders have already been received for two of the systems: Egypt has purchased Matra's Otomat coastal defense missile system and Saudi Arabia Aerospatiale's Exocet MM-40 system. The third system, the Thomson-CSF and Aerospatiale AS-55TT, is under development and awaiting a purchaser.

Matra exhibited its new vehicle-mounted Otomat coastal defense system which is being mass produced for Egypt. The system consists of two firing vehicles (Berliet trucks) each mounted with two Otomat missiles (range: 160 kilometers), and two reloading vehicles. Other vehicles transport the fire control center housed in a shelter, the Thomson-CSF TRS 3410 surveillance and acquisition radar, and technical support equipment. Nearly 450 Otomat antiship missiles, developed jointly by Matra and OTO Melara of Italy, have been ordered by five countries--Egypt, Libya, Italy, Peru, and Venezuela--to arm some 40 ships ranging from light hydrofoils to corvettes and helicopter-carrying frigates. Since 12 February, Matra has been conducting Otomat evaluation firings in the Mediterranean--at the CEM [Mediterranean Test Center]--from the Basque, a French Navy escort destroyer. Matra has also designed an air-to-sea version of the Otomat for employment on aircraft and helicopters.

Aerospatiale displayed the firing vehicle for the Exocet MM-40 coastal defense missile system. This vehicle (Berliet truck) is mounted with four MM-40 missiles--range: 60-70 kilometers--each housed in a combination container-launcher. This same vehicle also carries the fire control center housed in a shelter and tows a trailer containing a 25-kva power generator. When fully loaded, the firing vehicle weighs some 20 tons, including 4.5 tons for the firing platform (launchers and missiles), and 1.3 tons for the fire control center. The Exocet coastal defense missile system also includes a Thomson-CSF TRS 3410 surveillance and fire control radar.

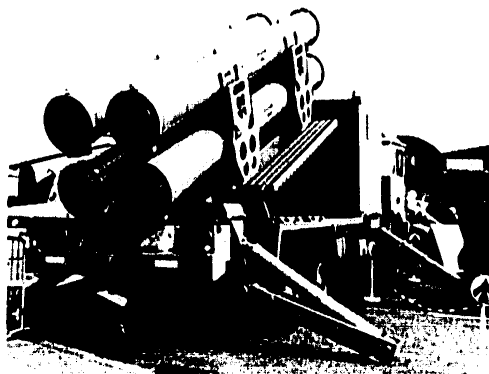
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Thomson-CSF and Aerospatiale presented for the first time--in mock-up form --a coastal defense system using the AS-15TT missile--range: over 15 kilometers--associated with the Thomson-CSF Agrion 15 radar which is both an acquisition and missile guidance radar. This L-band, frequency-agility, and pulse-compression radar has great discrimination and excellent resistance to jamming and sea clutter or return. The AS-15TT missile system consists of two trucks carrying the launchers, plus one radar vehicle carrying a fire control center housed in a shelter and the Agrion 15 radar's antenna mounted at the top of a retractable mast. The system can receive warning information and target detection data from other fixed or mobile radars such as the TRS 4310. There is also an air-to-surface version of the AS-15TT missile for employment by light or medium helicopters and ASW patrol aircraft.



Matra's Otomat coastal defense missile system

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Aerospatiale's Exocet MM-40 coastal defense missile system

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COUNTRY SECTION

FRANCE

BRIEFS

FRENCH-MOROCCAN IMBROGLIO--France is being extremely careful in the Mauritania-POLISARIO Front-Algeria-Morocco imbroglio. One thing is certain: France will not support Morocco against Algeria in the event of open conflict between the two countries. Rabat and Algiers have both been discreetly advised of this position. This decision is based on the following data: 1) the Moroccan army is considered in Paris (based on SDECE reports) as not very reliable owing to weaknesses in its officer-noncom ranks; 2) the very important economic interests of France in Mauritania would probably be endangered if relentless guerrilla warfare were to become a feature in the region, and 3) a strengthening of ties with Algeria, dictated by reciprocal interests and endorsed by the French Government, is a part of a new [French] policy toward the Third World which has been thought out in detail and which takes more than just the Maghreb into consideration. [Text] [Paris LA LETTRE DE L'EXPANSION in French 20 Aug 79 p 2]

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COUNTRY SECTION

SPAIN

ECONOMIC, SOCIAL, POLITICAL SITUATION IN CANARIES STUDIED

Economy in Alarming State

Madrid YA in Spanish 22 Jul 79 p 15

[Five-part excerpts from the book "The Canaries, an Archipelago in Conflict," soon to be published by Argos-Vergara; author's copyright; total or partial reproduction prohibited; by Cesar de la Lama]

[Text] The Canaries are at a continental crossroads that places them in a contradictory position. If as a region of Spain they are an integral part of a balanced country, they are geographically immersed in a conflict-ridden peripheral zone, an area of friction between great powers trying to expand their spheres of influence.

The economic situation in the Canary Islands is alarming. Specialists in the field assert that the islands suffer from severe underdevelopment and a distorted structure based solely on tourism, with a far from developed production system in the farm and industrial sectors.

The future looks bleak, and economic chaos could ensue if tourism falls off or if the archipelago loses the special tax arrangement that it enjoys. In view of this insecure outlook, there is no other solution but to propose a new economic structure at the regional or provincial level.

Lack of Financial Resources

The islands lack financial resources. Hence, at least Canarian savings must be invested in the islands as an emergency measure. A marketing study is also advisable, as well as permanent plans for managerial and professional training to consolidate the approaches that the Canaries take in the field of economic infrastructure.

The Canarian people are convinced that they have to put an end to the pressure groups operating in the islands, both on the basis of free trade at all costs and protectionism, which could run counter to the needs of the people.

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Large amounts of arable land have been converted overnight into tourist complexes, which has limited the surface under cultivation to 99,178 hectares, 61,814 of which are dry, barren land while 37,364 are being irrigated. Also, more than 200 hectares of banana trees have been abandoned due to a lack of water and profits, with a production drop of 5.41 percent on Tenerife, 6.4 percent on La Palma, 29.13 percent on Gomera and 21.19 percent on the Grand Canary Island.

With this entire series of obstacles, limitations and impoverished conditions threatening the islands, one would think that no one would be giving any consideration to independence at all costs. But that is not the case. Canarian advocates of independence, who dream of a "self-run country," are completely lacking in logical grounds when it comes time to back up their idea, because not even tourism could guarantee the survival of an "independent Canaries."

Even assuming that the archipelago could become independent (i.e., the peninsula would also be a foreign country), the chaos in its economy would make the survival of the islands impossible, inasmuch as Las Palmas and Santa Cruz de Tenerife would have to import between 80 and 82 billion pesetas worth of goods a year, as compared to exports of some 25 billion. These examples are from 1976 foreign trade figures.

The trade deficit of an "independent Canaries" would soon put an end to all secession movements, to all of the absurd speculations in this regard. How would the Canaries get the 44 billion pesetas needed to balance their trade?

Many of the ills now besetting the Canary Islands today are due to debilitating land speculation. Big capital becomes involved in the "affaire" undertaken in connection with a business deal that turns out to be an easily managed one, without the bourgeoisie and the middle class realizing what this is going to represent in the future, inasmuch as initially they reap the heaven-sent benefits.

The Two Faces of a Myth

It is not my intention to destroy the Canarian myth, to downplay its advantages as a center of world tourism. I am only trying to reveal the realities of this archipelago, an integral part of Spain that is very different from the impression given by the cosmopolitan atmosphere of its cities or the individual and social freedoms of its inhabitants. The latter is the pleasant image that is exported on travel agency postcards.

The other image, without publicity slogans but which can be seen in daily life, is the one that lends character to this people. It is the image of underdevelopment, the lack of infrastructure, the economic

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crisis, unemployment, emigration, regional centralism, the harassment by monopolies and the debilitating oligarchy of the political bosses.

The true image is the one conveyed by the fishing crisis, desertification, illiteracy, drugs, juvenile delinquency, the international Mafia, the cry of "Mainland Spaniards out!", an exaggerated sense of Canarian nationalism, the Sahara and tensions between Rabat and Algiers.

It is, when all is said and done, the image of isolation and of the and uncertainties that place the archipelago between two constants that keep it in permanent conflict: its geopolitical situation and its historical and genetic dynamics. The two are the causes of all its ills, to a greater or lesser extent.

Today, Canarian society is divided among the "anti-Spanish movement," the "Cubillo movement" and autonomy. We could describe the "anti-Spanish movement" as lacking an ideological line for political action, and thus it cannot be considered an organized movement. It is a simple "reaction of self-defense" on the part of those who feel, rightly or wrongly, that they have been hurt by centralism and the treatment of the islands as a province. Until a short time ago, the "Cubillo movement" was based on the figure of Antonio Cubillo. The most radicalized advocates of independence belong to the MPAIAC [Sovereignty and Independence Movement of the Canary Islands].

There are a great many aware and sensible Canarians whose spiritual values and love of Spain even surpass at times those of residents on the mainland. What is more, many of those who occasionally evince anti-mainland sentiment do not thereby cease to be Spaniards. And herein lies the difficulty in gauging the true dimensions of the problem.

The Canarian people are obliging, kind and communicative, have a good sense of humor and manifest friendship as few others do. But we could also say that owing to the monotony of the climate or because of their skepticism, they seem resigned and apathetic, as if things did not matter to them too much.

What has happened with regard to those from the mainland is that to a greater or lesser extent, they have become the target of complaints by Canarians who are expressing opposition to many of the measures taken by our leaders and to the centralism that they are suffering from. This, along with a feeling of remoteness and abandonment, causes them to vent their anger against those who in a way do not suffer from the same ills or who the Canarians think do not suffer from them, inasmuch as they often suffer them even more acutely because they are in the geographic center of the nation.

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Moreover, those from the mainland often come to the islands with the conviction that they are visiting "conquered land." A big mistake. They are wrong. The Canarians have excellent human and civic qualities, often superior to those who arrive here with an air of superiority, convinced that Canarians are inferior beings who must be treated contemptuously.

The problem of anti-mainland **Spaniard** sentiment could stem from the Canarian people lacking their own identity and from their **autarkical** structure being weak and divided by differences among the seven islands in the archipelago.

The working class is wrong when it saddles Spaniards from the mainland with responsibility for all of its ills. It is, in fact, the powerful upper class, which exploits the workers, that is to blame for their ills. Water, bananas, land and the tourist business are all in upper class hands.

Aggressive Feelings

Canarians see immigrants as potential enemies, competitors coming to aggravate their problems of a too high birth rate and lack of space. And they come to the islands protected by an administrative centralism that encourages their professional or business aggressiveness.

"The seriousness of this development," says the report of the Grand Canary Island Savings Bank, "in addition to the islands' overpopulation in relation to the scarcity of resources, lies in the high percentage of 'transient immigrants,' who take up key administrative positions. One of their logical desires is savings, as well as the acquisition of luxury goods, especially electronic equipment and machines. The administration protects this situation, thus giving additional evidence of its insensitivity to the realities of the Canary Islands."

Per capita income in the Canaries is appreciably lower than in the rest of the nation, 83,129 pesetas as compared to 99,271 pesetas.

Other potential reasons for aggressive feelings are the lack of educational and work opportunities, the Moroccan siege after Spain lost its Sahara frontier (this has seriously affected the Canarian fishing fleet), the Indian monopoly and their absorption of jobs, which is partly responsible for the young Canarians **swarming** through the streets, many of whom degenerate into gigolos in search of Swedish women or into criminals and drug addicts. All of these situations are breeding grounds for xenophobia.

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Saharan Political Overflow

Madrid YA in Spanish 25 Jul 79 p 15

[Text] The king of Morocco made direct reference to the Canary Islands during King Juan Carlos's visit to that country. "The Canaries represent more problems than advantages for Morocco," said the monarch. To Hassan II "these problems" are the smuggling done through its free port, but what he did not clarify is that "the smuggling" originates in northern Africa and specifically in Morocco, which is a major supplier of "grass."

The fact is that Hassan is worried about the Canaries now, while not wanting Spain to become interested in the Sahara as a legitimate administrative power of the territory, though Spain has, in fact, yielded its administration to Morocco.

Clearly, planning for the monitoring and defense of the Canarian archipelago is more necessary now than ever, and this is nothing new to the Suarez administration, inasmuch as one of the many issues that President Adolfo Suarez took up during his visit to the islands in April 1978 was the defense of the archipelago and its situation within the Atlantic-Sahara zone. The government was and is aware that it must beef up the islands' air and naval forces as much as possible.

Strategic Importance

The strategic importance of the Canaries leads us to an examination of the broader and more specific issue. We need only point out that its "strategical and geopolitical high voltage" is fueled by the ocean passage of 19,000 ships a year, including the largest supertankers and the latest scientific vessels. Its waters are a vital energy artery to the countries of the West, and the islands have thus become an important enclave along the oil supply route.

They are also a center of air communications, with more than 500 flights a day passing over them. They are, in short, a platform between three continents that dominates part of northern Africa and extends its "arms" to Europe and the coasts of the Americas.

Ever since Spain left the Sahara on 26 February 1976, the situation has changed completely. The Sahara (that big "void of sand" in Arabic) soon thereafter became the scene of a bloody war between its legitimate inhabitants and a neighboring country, Morocco.

For 3 years now tensions in the Atlantic-Maghreb zone have been centered in the Sahara, whose fateful decolonization has left the sad legacy of an ongoing conflict that has a direct impact on three clearly defined

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developments: the internal struggle in the territory between the Polisario Front, which represents the Saharan people, and the Moroccan occupation forces; the tension in the Rabat-Algiers axis, and thirdly, the most important point as far as we are concerned, the shifting of Spain's Atlantic border, in terms of western Africa, from the Sahara to the Canary Islands, from the African continent to the Spanish island territory.

Morocco and Algeria

With the takeover of the Sahara, King Hassan's imperialist dreams were partly fulfilled. His first desire was accomplished: to own the Bu-Craa phosphate deposits and thus control almost the entire world output of the mineral.

His second objective, aimed at reconstructing the old Moroccan empire, seems to be the annexation of Mauritania, even though the Moroccan monarchy recognized the sovereignty of the territory in 1970.

The political situation in Morocco could also have a direct impact on the Canaries. Under King Hassan's throne there lies a volcano that could one day suddenly explode. This country, with its 16 million inhabitants, has 10 million illiterates, 5 million unemployed and almost a million emigrants, plus a low standard of living and a million hectares mortgaged to foreigners.

Another legacy of the Sahara is Algeria's animosity towards our country. Let's not kid ourselves. Algeria cannot forgive Morocco for its blockade and domination of the Sahara, which gives the Moroccan king a series of imperialist opportunities, very much in keeping with his dream of a Moroccan empire, that could arouse the misgivings of close neighbors.

The Algerians remember that Spain should have taken their interests into account before handing over the Sahara, and they are remembering this while undertaking actions aimed exclusively at destabilizing this Atlantic zone. They are also leaning towards the idea that the Canaries are African, which is supported by the OAU / Organization of African Unity, while protecting Cubillo and the MPATAC.

The fact of the matter is that the Canaries are immersed in a whirlwind of conflicts that could affect the archipelago sooner or latter. These conflicts stem from the fishing industry, Polisario Front pressures and the incongruous Algerian position of supporting the MPATAC at a time when plans for home rule and socioeconomic overhaul are getting under way. But the future danger might not lie just in these geopolitical constants that are now weighing on the Canaries. The real danger could be their location in the Atlantic and proximity to Morocco.

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The Canaries belong to Spain, but the common people live a life that is totally unrelated to that of their fellow countrymen on the mainland. We might say that they have different sociological motivations, different "calls" and "vocations," different patriotic promptings. Only the upper classes or the bourgeoisie seem to walk hand-in-hand with Madrid, but they too harbor few hopes of following in its footsteps, because their interests are quite different. Hence, if the islands are dealt with as the rest of Spain's provinces are, their inhabitants will be discriminated against.

These differences affect foreign relations. It would be advisable for Spain to handle its political interests in Africa while keeping in mind the realities of the Canary Islands, that the archipelago is there and that any unfortunate maneuver, such as the Sahara episode, could irreversibly damage its interests.

Infiltration

Some people in the islands think that the Moroccan monarchy has already begun "Operation Canaries," based on a gradual infiltration and Moroccanization of the major population centers on the islands. Various actions, which are hardly perceptible today, have been taken to achieve this objective, which could one day further its expansionist policy. Otherwise, how can we explain the establishment of Moroccan businesses on Las Palmas, the formation of joint fishing companies, encouraged by Morocco and with considerable advantages for the Spanish side, and an increase of more than 1.5 billion pesetas a year in Moroccan purchases in Las Palmas earmarked for the maintenance of its army in the Sahara, a measure that was taken to quiet the protests of Canarian businessmen?

We must look to the Sahara for the main reasons for Moroccan influence in the Canaries. What is happening in the Sahara? Why did Spain change its stand and contradict itself at the last moment?

When UN Secretary General Kurt Waldheim drew up his program for Saharan self-determination (after the disclosure of the report by the mission that began its swing through the territory on 14 May 1975, that opposed the notion of Moroccan annexation and that recognized the Saharan people's right to independence), he asked the Spanish Government to set a date for the withdrawal of its army. The government decided on 15 December 1976; the Sahara lost its chance for self-determination, and Madrid's policy underwent a radical change of course.

If the withdrawal date had been moved forward just 1 month, the process of decolonization would have been carried out, and the UN would have immediately taken charge of administering the Sahara. The final details

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had already been worked out in this regard, and we even learned the name of the "high commissioner" who was to head a contingent of 700 Spanish soldiers.

The "tripartite administration" of the territory turned out to be a total failure, but one door remains that has not been completely shut on the Saharan people, who have been struggling since then to recover their land, and it is that Spain has not yet transferred sovereignty over the Sahara to Morocco, only its administration.

Loss of "Atlantic Status"

After Spain lost the Sahara, the Canarians realized that Africa was just a few kilometers away. It was an unavoidable reality, and their major enemy, Morocco, suddenly became their closest neighbor. With the stroke of a pen, the Canary Islands lost their "Atlantic status," that privileged situation that they had to sacrifice so much to maintain throughout their history.

There is a shortage of jobs and housing for the evacuees. Many Saharan families sought refuge on Las Palmas when the Sahara passed into Moroccan hands. Twenty-five of them are still in the Grand Canary capital, although some individuals have been expelled from Spanish territory for belonging to the Polisario Front. One hundred and two Saharan university students have requested Spanish citizenship.

Secret agents of the Moroccan political police (Lube) pursue Polisario Front members to the death soon after they come to Las Palmas. It should be made clear that the Spanish administration has more than once refused to honor Morocco's repeated requests for ~~any~~ information that might jeopardize the physical or moral integrity of the Saharan people, specifically the members of the Polisario. Spanish authorities zealously guard the "list of names."

Spain's ties with the Sahara are limited now to the activities of a mission performing the dual function of paying out indemnizations to merchants in the former colony and taking care of the retirement pay for the 800 former Saharan members of the Territorial Police and Nomadic Troops.

By early July 1976, 476 indemnization cases, totaling 1.01 billion pesetas, had been resolved; 569 had been filed for a total of 1.1 billion pesetas, which the Spanish administration will have to pay out to the merchants who resided in the territory.

The indemnizations cause major economic irregularities. Some of the Saharan evacuees have swindled the state by selling their holdings after collecting the stipulated indemnization.

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After the "medical mission" was termed unnecessary and done away with in early 1978, Spain's ridiculous influence in its former possession has been reduced to a no less squalid colony of 21 teachers and 2 priests, which costs the state 45 million pesetas a year.

Water Supply Problem

Madrid YA in Spanish 26 Jul 79 p 12

[Text] The Canaries are running short of water, and the islands are dying of thirst. The depletion of underground deposits, the drop in the phreatic level, the falloff in the quality and quantity of the water supply and the irrational and speculative exploitation of hydraulic resources constitute a serious problem whose short-term consequences could be tragic to the archipelago.

"The water problem" worries Canarian government agencies, which have to cope with a string of age-old and more recent ills, in the face of greater demand for water owing to population growth and higher consumption.

There is no water in the Canaries because it does not rain and because climatic and geomorphological conditions are adverse, but there are also socioeconomic factors working against the water supply situation.

The People in Charge of the Water

Who are the people in charge of water in the Canary Islands? In the first place, those who control its production, transportation and distribution; secondly, those who own it, the "water-holders." In the Canaries water is still sold and is the object of a dirty business that we will take up later.

The provincial water services and the island councils and associations are in charge of water in terms of sanitary monitoring and controls. But the associations of irrigators and the private groups are the ones that make the decisions regarding water in the Canaries, because they control the pace of extraction, distribution and consumption, the factors wherein the real problem lies.

Water is not public property here, as it is elsewhere in Spain. It is privately owned. There are no torrents or mighty rivers here, as elsewhere. Water is secured by searches and underground discoveries by people who can afford it, private capital in other words. Here in the Canaries the people who can afford to obtain or buy water can use it in industry or farming. Thus, ownership of land and water is the same thing; they are interrelated.

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This relationship justifies the subordination of small farmers to the water-holders. Moreover, state subsidies for the construction of dams have not facilitated public access to water resources; what they have done is to promote the existing underdevelopment. Underground waters belong to the person who discovers them, regardless of where they are located. This is something that costs money, a lot of money. Thus, water discovered under public lands belongs to private associations, which have set up an entire development apparatus. Water is to the Canaries as oil is to Venezuela, more or less.

Little for the People

The only free water that the underprivileged have is water from natural sources or that runs through publicly owned channels. This is uncommon in the islands because most of these sources were parceled out during the period of the conquest and became private property.

Many of the arbitrary actions that are taken in this regard are due precisely to the "exclusive right" that the owner of a water deposit has in connection with exploration by third parties, for example the state or regional public administration.

The water is passed down through the generations via estates; it is a centuries-old acquired right.

Communities comprise many families, generally farmers who work the land, and more than 80 percent of the archipelago's waters are in their hands. The remaining 20 percent belongs to private owners or physical persons, city halls and councils and enterprises such as the Spanish Petroleum Company S.A., which can sell it like any other real asset or lease its development for a predetermined period.

This system lends itself to all sorts of business deals and speculation by middlemen, who have arisen not because of supply but because of demand. They have sprung from the entire world created by needs, exchanges, contracting, inspections, changes in supply channels and shifts between zones and in light of the urgent need for city water supplies. And this applies all the more if reserves are low, as on Grand Canary Island, where reservoirs are holding only 726,556 cubic meters of water, only 1.11 percent of their rated capacity of 51,538,904.

Uncontrolled Extraction

This has given way to uncontrolled extraction, which shatters the hydrological balance. So much water is extracted that it no longer rises to the surface. Springs have dried up, and the islands' subsoil is being perforated until its fossil waters are reabsorbed and the phreatic layer, the reserves diminish. Within 30 years at the most,

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the islands will be devoid of underground water. They will have to live exclusively off usable rainfall. This problem does not worry the water merchants, though, as long as their business continues to be profitable.

We now know who owns the water. But where does it come from and how large are reserves? The Canary archipelago's hydraulic resources total 960 cubic hectometers, with the following breakdown: underground waters, 600, 70 percent of which are being used; surface waters, 330, 11 percent of which are utilized, and about 10 cubic hectometers of purified water that has been made drinkable.

Only 100 of the 1,253 registered wells on Grand Canary Island produce water. They have a total length of 153 kilometers, yielding some 100 cubic hectometers a year, at an average flow of 2.5 liters a second.

In 1976 the province of Las Palmas used 14,869,471 cubic meters, of which the city consumed 13,378,961, the port 95,132 and industry 539,387. We should keep in mind that water storage capacity is considerably lower than what is consumed.

What can be done in light of this situation? SPA-15 suggests the following measures: set up a center to continue the necessary hydrological research projects; establish a network of wells and observation galleries to monitor drops in relation to water extraction replenishment; undertake an economic study of regulating the islands' ravines in order to find out the chances of boosting the capacity of surface water reservoirs and whether artificial replenishment is viable; enhance the quality of waste waters, both by the provincial water services and by various other groups; promote agronomical studies with a view towards halting the waste that occurs in some crops, such as bananas, by employing new irrigation systems or by looking for new crops, and find out what zones are glutted and what the limits are.

Given the distressing situation on Lanzarote, Fuerteventura and Graciosa, which currently buys amounts of water insufficient to meet needs at the highest price in all Spain (80 pesetas a cubic meter for domestic use and 90 pesetas for industrial use), the only possible solution is to build new drinking water plants.

"Water for those who need it," seems to be the recommendation of ECONOMIA CANARIA, although the more logical thing would be "water for those who drink it." "Water for those who trade in it" is the way it is now.

New technological methods are needed, such as drip irrigation, and the archipelago's institutional framework and water policy have to be

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altered. If we look at the ultimate consequences of the problem, the only solution (and not only for the Canaries but for the entire world) to the crisis in the production of certain raw materials is to utilize the new sources of energy furnished by the earth's internal heat (geothermal), the sun and wind in order to compensate for these shortfalls.

Who are the "water-holders"? Grand Canary journalist Jose A. Aleman has revealed their names in a report published in DIARIO DE LAS PALMAS.

"We have always known," he says, "that just a handful of persons control the waters on this island. The names of Pedro Morales Deniz, Juan Falcon, Virgilio Suarez, Baltasar Perez, Jose Roque and Juliano Bonny always appear in connection with dealings in the various water markets. Water is the main business of a number of them, but others are farmers who sell only what they have left after attending to their own needs."

The shortage of water in the Canaries is accompanied by the desertification of the soil due to lack of rain and the precarious balance of its ecosystems; this causes the desert to spread, devastating and depleting the land and killing its vegetation. Halting the spread of the desert, not the traditional desert with dunes but the desert that cracks open the earth and renders it useless, is an urgent task on the islands.

Financial Problems

Madrid YA in Spanish 28 Jul 79 p 12

[Text] The Canary Islands suffer from a commercial colonialism on the part of the Indians who control the archipelago's fourth largest business. The 400 Indian "bazaars" on Las Palmas earn billions of pesetas in profits each year. A similar situation exists on Santa Cruz de Tenerife. An international Indian business mafia controls all the representations of foreign trademarks. The Canarian Indians enjoy great influence and power, which allows them to have permanent illegal status. Their best clients are mainland Spaniards. In this article we analyze this commercial phenomenon, which is unique in the world.

The alluring and attractive idea of visiting the Canaries because of their climate, beaches and lifestyle is complemented by a strong desire to visit the stores of the Indians and purchase a whole range of electronic and photographic equipment and Oriental items; this too is an incentive for buying a ticket to Las Palmas or Tenerife.

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Serious Problem

But behind the Oriental bazaar that tourists find so alluring and attractive there lies hidden an entire process of commercial colonialism that represents a serious problem for the Canarian economy.

The Canarians say that foreigners have taken over the islands, that the Canaries are a commercial colony of the Indians. Although this is not exactly the case, they do have a point. There is no denying that a strange and hidden world surrounds foreign residents, as well as patent arbitrariness, a lack of control and a widespread uncertainty among the authorities as to their numbers and activities. To a certain extent this is to be expected in a city like Las Palmas, where circumstances favor clandestine immigration.

Their businesses, small multinational stores, bazaars where you can find anything or almost anything, are not subject to customs controls and are aided by a "black market," a foreign exchange black market that enables them to carry out illegal transactions between East and West, between Bombay and the United States, without a single peseta passing through the islands or the peninsula.

The first Indian businessman set himself up in the Canaries late last century. Today, his descendants, 4,000 Indians, control the archipelago's fourth largest business, which generates more than 7 billion pesetas a year.

During the first 30 years of this century three Indians set up shop on the islands; Chanran, Metaran and Chellaram gave rise to a genuine business dynasty, and their descendants still have establishments in Las Palmas.

But the Indian boom was to take place between 1968 (when the alien status decree was published) and 1971, when the census ballooned in the wake of the massive issuance of work permits by the Provincial Labor Office of Las Palmas on the occasion of a changing of the guard in its top post. This is according to a report that was furnished recently by the Provincial Council of Businessmen (CPE) in the Grand Canary capital.

In fact, of the 1,079 work permits issued to Indian citizens in Spain that year, 738 went to Las Palmas and Tenerife, 69 percent of the total.

Outside the Law

Of the 350 Indian establishments doing business in Las Palmas, 65 are illegal, according to information supplied by the CPE. In fact, there

are even more clandestine operations, but because the available information does not square among the various official agencies with jurisdiction in this area, effective control is impossible.

Of the 1,500 Indians who own or run the shops, some 600 are working illegally because they do not have a residency card. These irregularities are being halted by the authorities, who have begun a "cleanup operation," and a number of foreign citizens have already been expelled from Spanish territory.

The Indians exploit young Canarians looking for work. According to official statistics, of the 446 persons working in Indian bazaars in 1970, 364 were Spaniards, but with professional ranks lower than they ought to have had, inasmuch as 203 were apprentices, and 120 were only 14 years of age. Sixty-three percent of bazaar employees are Spanish, all of them without certification, whereas there is not a single Indian employee without work certification.

The Indians do a thriving and profitable business. In 1975, their commercial imports exceeded 2 billion pesetas, divided among the 20 major lines. The leading category consists of radios, household appliances, televisions, motion-picture cameras, projectors and radio-cassette players, totaling 753.2 million pesetas. That same year, 421.42 million pesetas worth of watches were imported. The Indians invest 30 million pesetas in umbrellas alone, with comparable amounts for textiles, nacre items, perfumes and silks.

The Indians' best customers are Spaniards. Then come the passengers in transit from the port of La Luz, and Canarians themselves. In 1977, 254,447 persons from the mainland visited Las Palmas, depositing 1.59 billion pesetas in the hands of the Indian businessmen. The 82,708 passengers who visited the port left another 724 million, and the Canarians, despite their open hostility towards the Indians, bought 1.955 billion pesetas worth of merchandise in their bazaars.

According to these statistics, the Indians sell 4.47 billion pesetas worth of goods and make a gross profit of 1.5 billion, which gives them a profit margin of 33.55 percent. The 347 registered bazaars in the province of Las Palmas had monthly sales that averaged a bit more than a half million pesetas each that year.

We should keep in mind that this business is the islands' fourth largest, after tourism, with 10.79 billion pesetas; fishing, 9.37 billion, and agriculture, 8.47 billion.

Indian business activities are equivalent to 14.07 percent of the total earnings from tourism, fishing and agriculture, whereas they employ only 2.67 percent of the work force in these three fields.

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Capital Flight

How can the profits that they make be concealed. There are many ways, from taking it with them to overstating the foreign purchase invoice so that when it is paid, it shows both the real cost of the item and part of the profit that it could generate.

Another ruse that can be employed (we are always talking hypothetically) to get capital out of the country is practiced under the protection of the authorization granted to foreigners whereby they can remit 10,000 pesetas a month per person to their country of origin for family assistance. According to the CPE report, there have been cases in which the same person during the same month has made various remittances to his country through different banks. Convertible checking accounts are also used for this purpose. Even though this system is off limits to Indians, they can get to use it if an alien who does not reside in Spain has the account in his name.

The Indian bazaars obviously hurt the Canarian economy, but we might wonder whether similar bazaars, owned by Spaniards, would be operating if the Indians had not established themselves in the islands.

The unauthorized business activities of the Indians have indeed hurt the economy of a very specific sector: the bazaar merchants. But on the other hand, the "Indian stores" are the biggest attraction imaginable for tourism.

What are the reasons for this commercial supremacy? The Indians have an "international organization that protects the commercial dealings of the bazaars, inasmuch as they form a veritable trust, which gives rise to a supply oligopoly even though they give the impression that they are business competitors."

Is there really a commercial mafia? All indications seem to point to one. The Indians control a series of representations that make it impossible for other bazaars to compete. Through their multinationals in Hong Kong, Washington or New Delhi, they acquire large quantities of goods of a single brand at sizable discounts.

The Indians are organized. They have survived every economic crisis thanks to the large-scale corruption in their businesses, in which a number of Spaniards are implicated, sources close to official circles in Las Palmas believe.

The Indians have available a very attractive item that they know how to use to perfection when it comes time to buy someone off. As businessmen they feel that everything has a price. And they are right.

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Crime, Drugs

Madrid YA in Spanish 2 Aug 79 p 14

[Text] Ten thousand young Canarians are drug addicts. Drugs have infiltrated intermediate education schools and institutes and taken hold of 14 to 20-year olds. Young people in the Canaries are now reaping the legacy of abandonment and civic immorality that still persists to some degree. It is the aftermath of the situation that prevailed until late 1975. Drug peddlers circulated freely through the streets of Canarian cities, offering their wares without any precautions. Pharmacies sold all sorts of psychotropic medicines without paying attention to the stipulated legal requirements. Foreigners could calmly send drugs so acquired to their home countries, Sweden in particular. The consumption of various kinds of drugs was another incentive to offer tourists.

Drugs have taken hold in the archipelago to the point that its two major cities, Las Palmas and Santa Cruz de Tenerife, have become key points, sought after by the Mafia, in the international market. Island police authorities fear that Las Palmas is their target, where organization leaders might set up their heroin laboratory for Europe and the Americas, which was operated by the Corsican Mafia in Marseilles until it was dismantled in 1970. The reason that it lasted so long could be that certain French authorities reached an understanding with the Mafia in exchange for its cooperation in getting rid of some members of the OAS [Secret Army Organization].

The Mafia has its eyes on three cities: Las Palmas, Ibiza and an undetermined site in Portugal; this is in addition to Hamburg and Hong Kong, where it is already established.

The Canarian city, with its port of La Luz, is regarded as the most likely site by the organization's leaders because it is located between three continents and has the world's second busiest port, which is also short of customs controls.

Contacts with Africa

Las Palmas has a lengthy history in the world of drugs, in the trafficking and consumption of narcotics. Its beginnings must be sought in its proximity to the African continent. Canarian soldiers discovered kif and "chira" during the African war. They experimented with it both because of the circumstances in which they found themselves and because it was sold "legally."

Back in the islands, they took advantage of ship stopovers to put in their orders for kif, thus sustaining a permanent nucleus of cannabis consumption in the port area, in the district known as "La Isleta."

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The accidentally acquired habit was gradually spread through small circles of friends in an atmosphere that was favorable on account of their socioeconomic conditions.

Some years later, after the Spanish Civil War was over, which was a time of poverty and privation on the islands, the use of drugs became more widespread with the return home of young Canarians who had belonged to the Legion, where the habit was deeply rooted.

By 1950, a small group of people were regular users of cannabis in La Isleta. They merely used the drug and did not think about making a profit from it. Soon, however, new potential drug centers emerged in force in Las Palmas with the opening of game rooms or table soccer halls. These were meeting places for idlers where information could be exchanged, and what we today know as juvenile delinquency began to germinate there.

The table soccer halls became genuine "schools of crime" where young people from the city or of humble social status or with criminal predispositions or tendencies openly began using drugs.

The proliferation of game rooms, the beat movement and the flood of tourism in the 1960's produced totally corrupted youths who would venture out of their ghettos "to pick up Swedish girls" and to make contact at discotheques with middle class youths, students and skilled workers, whom they initiated in the use of drugs and who, in turn, contributed more advanced know-how in this regard, which was how the world of amphetamines was discovered.

Deplorable Situation

The situation had become deplorable by late 1975. Drugs had infiltrated every corner, including schools, and the number of young addicts was real cause for concern.

The panorama began to change in 1976. Pharmacists, with exceptions, stopped selling mind-altering drugs without a prescription. Panic spread, and the traffickers and peddlers decided to cut down on their activities and adopt a wait-and-see attitude.

A Provincial Commission for the Struggle against Drug Addiction, made up of various provincial bodies, was established by the Civilian Government of Las Palmas. Among its objectives were: furnishing medical information on drugs in schools; the creation of a mental health center and a special treatment unit at the Island Hospital; the enactment of regulations so that drug addicts are treated as such, not as criminals, by seeing to it that addicts, who are dangerous to society, are put under treatment and monitored in hospitals, not in penitentiaries. The

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creation of a treatment center for the social rehabilitation of addicts was also proposed.

The Las Palmas Narcotics Squad undertook intensive police activities against drug addicts in 1977, and 497 persons were arrested for drug-related crimes.

The Las Palmas Police has more work than it can handle; it is undermanned. The port is a stopover along the African and American routes, and this is how hashish normally enters. If we keep in mind that the port of Las Palmas is the world's second busiest, we will not be surprised that the international Mafia has its eyes on it for the clandestine laboratories that were recently closed down in Marseilles. In light of this situation, we ought to learn from the living examples of other ports, such as Hamburg and Hong Kong, which are currently cities where vice and crime reign supreme and whose initial characteristics were similar to the ones that exist today in Las Palmas.

Problems in the Struggle against Drugs

Separately, it is almost impossible to keep the airport under total control, on account of the great influx of tourists, who usually travel to the south of the island, 50 kilometers from the capital. The enormous amount of work in the city takes up all of the personnel assigned to drug matters, and thus any measures that are taken are ineffective, albeit necessary, because experience tells us that the cocaine from South America bound for Europe arrives in the islands by plane.

The manufacture and sale of mind-altering drugs is out of control in Spain. The Sandoz laboratory has stopped making medical samples of LSD, and other Spanish pharmaceutical labs are being subjected to rigorous controls. Meanwhile, 500 tons of hashish a year are produced in Ketama (Morocco), which supplies all of Europe. This is the most popular drug in the islands because even the most modest income-earners can afford it. It is the drug of the poor, inasmuch as a gram of heroine costs 12,000 pesetas, and a gram of cocaine, 8,000.

What drugs are used in the Canaries? At present, all of them, to a greater or lesser extent, but preferences are dictated by economic resources, as in life's other transactions. Police Inspector Jose Maria Ledesma de la Cruz, the head of the Las Palmas Special Narcotics Squad, lists the most popular drugs in the archipelago:

Cannabis and its derivatives, hashish, marihuana; opium and its most common alkaloids, thebaine, narcotine, codeine, morphine, narceine, papaverine and heroin.

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Two million kilograms of opium a year leave the poppy fields in the famous "golden triangle" between Laos, Thailand and Burma; it covers an area 600 kilometers long and 250 kilometers wide and is inhabited by isolated tribes that have been living off the crop since the early part of the century.

This immense output of the raw material has given rise to an underground industry that manufactures morphine and heroin.

Is this variety of drug consumed in the Canary Islands? Until 1974 it was detected only among foreign nationals.

From that point on, however, our youth began experimenting with nasal inhalation of the drug. According to police sources, there has been an alarming rise in the consumption of this narcotic. Cocaine, mind-altering substances, LSD, amphetamines, barbiturates and tranquilizers are also used.

In spite of the measures that the authorities have taken, drugs are still common in the Canaries. Their eradication is a problem for which a solution has not yet been found, if in fact there is one. It is a social disgrace that bears close relation with the new social structures of a pivotal crisis era.

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